



BOROUGH OF POOLE

ANNUAL

REPORT

of

the

PORT MEDICAL OFFICER

On the health of the Port of Poole

For the Year

1959

PUBLIC HEALTH COMMITTEE, 1959

(acting as Port Health Authority)

Chairman:

Alderman D.A. HAYNES, J.P.

Vice-Chairman:

Councillor MRS. A WILLIS

Aldermen:

S.D. BALLAM
G. BRAVERY

J. BRIGHT, J.P.
A.B. HAYNES, J.P.

Councillors:

G.P. ADAMS
H.R.D. BAILEY
MRS. J.D. COLES
G.F.L. DRUDGE

R.C. HART
MRS. E.M. HICKINSON, J.P.
J.Q.E. MEARS
H. WHITE

Officers of the Authority

Clerk to the Port Health Authority:

J.G. HILLIER, Town Clerk

Medical Officer of Health:

JAMES HUTTON, M.D., D.P.H.

Deputy Medical Officer of Health:

D.S. PARKEN, M.B., B.S., M.R.C.S., L.R.C.P., D.P.H., D.C.H.

Port Health Inspector:

ROBERT LEGGAT, F.A.P.H.I.

Deputy Port Health Inspector:

C.B.T. GLOVER, M.A.P.H.I.

Rodent Officer:

G.W. SKEGGS

Senior Clerk: J.WAY

THE UNIVERSITY OF CHICAGO

THE UNIVERSITY OF CHICAGO PRESS

CHICAGO, ILL.

1892

1893

1894

1895

1896

1897

1898

1899

1900

1901

1902

1903

1904

1905

1906

1907

1908

1909

1910

1911

1912

1913

1914

To the Chairman and Members of the Public Health Committee,
acting for the Port Health Authority.

I submit for your information and consideration
my Annual Report as Port Medical Officer of Health for the
year 1959.

The report is made in accordance with Article 12
(4) of the Public Health Officers (Port Health Districts)
Regulations, 1959. As a result of the Public Health (Ships)
Regulations, 1952, the Minister of Health ~~xxx~~ reviewed the
form and scope of the Annual Reports of Medical Officers of
Health and in Port Form 20 enclosed with Circular 33/52
dated 6th November, 1952, he prescribed the form and
sequence which the reports should follow.

One requirement of the Minister is that the
information required by Sections I, V, VI, VIII, XIV, XV,
and XVI (all marked with asterisk) need only be given in
full every fifth year and for the intermediate years only
the changes which have occurred during the year covered
by the report need be included. The full information
required in these sections is set out in the annual report
for 1955 and therefore this year only changes are recorded.

In presenting this report I have pleasure in
taking the opportunity of expressing my thanks to the Harbour
Master, Captain C.H. Horn, and the Officers of H.M. Customs
for their ready co-operation and help during the year, and
to the Port Health Inspector, Mr. R. Leggat and his Deputy,
Mr. C.B.T. Glover, for their willing assistance and interest
in the work.

Yours faithfully,

JAMES HUTTON,

Port Medical Officer of Health

February, 1960.

THE UNIVERSITY OF CHICAGO PRESS
CHICAGO, ILL. 60637

THE UNIVERSITY OF CHICAGO PRESS
CHICAGO, ILL. 60637

THE UNIVERSITY OF CHICAGO PRESS
CHICAGO, ILL. 60637

THE UNIVERSITY OF CHICAGO PRESS
CHICAGO, ILL. 60637

THE UNIVERSITY OF CHICAGO PRESS
CHICAGO, ILL. 60637

THE UNIVERSITY OF CHICAGO PRESS

CHICAGO, ILL. 60637

THE UNIVERSITY OF CHICAGO PRESS

CHICAGO, ILL. 60637

THE PORT OF POOLE

Constitution of the Port Health Authority

By an order of the Local Government Board dated 21st September, 1887, and an amending order dated 27th February, 1909, a Port Sanitary Authority was constituted to exercise the powers and functions assigned by the Order.

The style "Port Sanitary Authority" was changed to Port Health Authority" in 1936.

The Port Health Authority is the Mayor, Aldermen and Burgesses of the Borough, acting by the Council.

Limits of Jurisdiction

The present limits of jurisdiction were fixed in 1909, as follows:

"The jurisdiction of the said Port Sanitary Authority shall extend to all that part of the said Port of Poole aforesaid which lies to landward of a line drawn from the seaward extremity of the eastern boundary of the Borough of Poole to the seaward extremity of the headland known as Standfast Point; together with the waters of the said part of the Port and all docks, basins, harbours, creeks, rivers, channels, roads, bays and streams within that part of the said Port, and the place or places which may from time to time be appointed as the Customs Boarding Station or Stations for that part of the said Port, and the place or places for the time being appointed for the mooring or anchoring of ships for the said part of the said Port under any regulations for the prevention of the spread of diseases issued under the authority of the Statutes in that behalf, and for the purposes of any such Regulations as aforesaid, shall also extend to any ship which in pursuance thereof, or of any directions given thereunder shall be moored or anchored at the place appointed thereunder as aforesaid, or which shall be on its way thither."

Digitized by the Internet Archive
in 2018 with funding from
Wellcome Library

<https://archive.org/details/b29993192>

Port Facilities

Poole is chiefly a cargo port and its trade is mainly carried on with other British ports and those on the coasts of France, Belgium, Holland and Germany.

During the Summer season the port is the base for pleasure boats operating between local seaside resorts and this is the only passenger traffic.

Fishing is still carried on from the port but is chiefly confined to inshore trawling for flat-fish. The shellfish industry continues and is dealt with in Section XIV of this report.

The public quay accommodation consists of 3,000 feet frontage, i.e.

Hamworthy Quay,	500 ft. at 15 ft. ordinary tide.
Town Quay	1,000 ft. at 16 ft. ordinary tide.
	1,000 ft. at 15-10 ft. " "
	500 ft. shallow berthing for yachts.

All the public quays are served by railways.

At present the Harbour Commissioners are building a new jetty at Hamworthy for the accommodation of tankers. It will be 270 feet in length with 15 feet depth at ordinary tides and it will be in operation in 1960.

Unloading equipment at the port consists of 7 travelling cranes, 3 mobile cranes and three coal transporters.

There are 9 ship- and boat-yards for the building and repairing of ships.

There is in the harbour an extensive safe anchorage. The depth of the water at the Harbour Bar is 13 feet at low water springs and the range varies from about 7 feet at springs to a few inches at neaps. Both the flood and ebb tides run at about three-quarters of a knot at the Bar. At the Haven entrance the maximum is $4\frac{1}{2}$ knots with about $3\frac{1}{2}$ knots for Brownsea Roads, while in the rest of the harbour 2 knots is seldom exceeded.

The telegraphic address of the Port Health Authority is registered as "Portelth Poole".

It is a very common mistake to suppose that the only way to get the best results is to use the most expensive materials. In fact, the best results are often obtained by using the simplest materials, provided they are used in the right way.

The first step in the process is to select the materials. It is important to choose materials that are of good quality and that are suitable for the purpose for which they are to be used.

Next, the materials must be prepared in the right way. This may involve cutting, shaping, or treating the materials in some way. It is important to follow the instructions carefully, as this will affect the final results.

Finally, the materials must be used in the right way. This may involve using the materials in a particular order, or using them in a particular way. It is important to follow the instructions carefully, as this will affect the final results.

It is also important to remember that the results of the process will depend on the quality of the materials and the way they are used. Therefore, it is important to choose good materials and to use them in the right way.

By following these steps, you can ensure that you get the best results from your process.

There are many different ways to do this, and the best way for you will depend on the materials you are using and the results you want to achieve. However, the steps outlined above are a good starting point.

Remember, the key to getting the best results is to use the materials in the right way. By following the instructions carefully, you can ensure that you get the best results from your process.

It is also important to remember that the results of the process will depend on the quality of the materials and the way they are used. Therefore, it is important to choose good materials and to use them in the right way.

By following these steps, you can ensure that you get the best results from your process. It is important to choose good materials and to use them in the right way. Remember, the key to getting the best results is to use the materials in the right way. By following the instructions carefully, you can ensure that you get the best results from your process.

By following these steps, you can ensure that you get the best results from your process. It is important to choose good materials and to use them in the right way. Remember, the key to getting the best results is to use the materials in the right way. By following the instructions carefully, you can ensure that you get the best results from your process.

Address and telephone number of the Medical Officer of Health:

Office: Public Health Department,
Municipal Buildings, Poole.
Poole 393.

Home: 23, Pearce Avenue,
Parkstone, Poole.
Parkstone 4140.

* I. Staff. No change.

II. Amount of Shipping Entering the Port During the Year

Table B

Ships from	Number	Tonnage	Number Inspected		Number of Ships reported as having had, during the voyage, infectious disease on board.
			By the Medical Officer of Health	By the Port Health Inspector	
Foreign Ports	♂ 173	45,165	-	166	Nil
Coastwise	996	320,893	-	128	Nil
Total	1169	366,058	-	294	Nil

♂ Does not include yachts.

1. The first part of the paper is devoted to the study of the properties of the function $f(x)$ defined by the equation

$$f(x) = \int_0^x \frac{1}{1+t^2} dt$$

and the second part is devoted to the study of the properties of the function $F(x)$ defined by the equation

$$F(x) = \int_0^x f(t) dt$$

x	f(x)		F(x)	f'(x)	F'(x)
	0	1			
0	0	0	0	1	0
1	1	1	1	0	1
2	0.5	0.5	1.5	-0.25	1.5
3	0.33	0.33	1.83	-0.11	1.83

The first part of the paper is devoted to the study of the properties of the function $f(x)$ defined by the equation

III. Character of Shipping and Trade During the Year.

Table C

Cargo Traffic.

Principal IMPORTS - Herring meal, wheat, timber, potash, Nitra-shell, fertilizer, Denkavit, ground-nut extractions, Milo, crushed oyster shell, cotton-seed expeller and extractions, insulating and building board, onions, maize, wood-pulp, sugar beet, seed potatoes.

Principal EXPORTS - Caravans, caravan equipment and fittings, ball clay, spent oxide, coke breeze, scrap iron, English barley, metallic manufactures and glassware.

Principal ports from which ships arrive:

Antwerp, Rotterdam, Bremen, Eire, Ymuiden, Hamina, St. Malo, Koska, Ghent, Amsterdam, Hamburg, Brest, Frederiksund, Lisbon, Caen, Channel Isles and other North French coast and Scandinavian ports.

IV. Inland Barge Traffic

There is no inland barge traffic in the port.

IV. Water Supply

1. Source of supply for the district and shipping.

The water supply for the port and shipping is that from the town mains provided by the Poole Waterworks Undertaking from hydrants on the quay. It is a chlorinated water of high bacterial purity.

2. Report of Tests for Contamination.

The general supply was sampled every two or three days through the year and every sample was reported as Class I "highly satisfactory". During the year 84 samples of water were taken direct from the quay hydrants used for shipping. Of these 73 were reported as Class I, two as Class II, one as Class III and eight as Class IV. As the mains supply was beyond suspicion the unsatisfactory results were most certainly due to surface water contamination of the hydrant boxes. After cleansing and disinfection of hydrants, subsequent samples were reported as satisfactory.

19 samples of water were taken for bacteriological examination from ships supplies. Of these, 16 were reported as Class I, one as Class II and two as Class IV. The owners of the ships with the unsatisfactory samples were notified and arrangements were made for the tanks to be sterilised. Check samples will be taken on their return to this Port.

XX
XX

3. Precautions taken against Contamination of Hydrants and Hosepipes.

All water hydrants on the quays are fixed in boxes at ground level, and it is impossible to keep the boxes free from contamination by road surface water. At the beginning of the year an experimental type of pillar standpipe was erected at the eastern end of the main quay and it has proved completely satisfactory. It is hoped to replace the remaining hydrants with this new type of pillar hydrant, in due course. In the meantime, instructions have been issued that all hydrants must be cleansed, flushed and disinfected before use.

4. Number and Sanitary Condition of Water Boats, and power of Control by the Authority.

No water boats were in use in the harbour during the year.

* VI. Public Health (Ships) Regulations, 1952.

No change.

VII. Smallpox

1. Name of Isolation Hospital to which smallpox cases are sent from the district.

Crabwood Smallpox Hospital, Nr. Winchester, Hants.

2. Arrangements for transport of such cases to that hospital.

Transport of smallpox cases would be carried out by the Ambulance Service of the Dorset County Council operating from the Poole Ambulance Depot.

The vaccinal state of the 14 ambulance personnel at this depot is that 12 were vaccinated in 1959 and two excused vaccination.

3. Name of smallpox consultant available.

Dr. A.F. Turner, County Hall, Dorchester.

4. Facilities for laboratory diagnosis of smallpox.

Suspected material is sent to:

Dr. F.O. MacCallum,
Virus Reference Laboratory,
Central Public Health Laboratory,
Colindale, London, N.W. 9.

Tel. No. Colindale 6041.

VIII. Venereal Disease

No change.

IX. Cases of Notifiable and other Infectious Diseases on Ships

Table D

Category	Disease	Number of cases during the year		Number of ships concerned
		Passengers	Crew	
Cases landed from ships from foreign ports	Nil	Nil	Nil	Nil
Cases which have occurred on ships from foreign ports but have been disposed of before arrival	Nil	Nil	Nil	Nil
Cases landed from other ships ...	Nil	Nil	Nil	Nil

X. Observations on the occurrence of Malaria in Ships.

None.

XI. Measures taken against Ships infected with or suspected for Plague.

None necessary.

XII. Measures against Rodents in Ships from Foreign Ports.

Poole is a "Designated Approved Port" for the issue of Deratting Certificates and Deratting Exemption Certificates in accordance with Article 17 of the International Sanitary Regulations, 1951, and Articles 19, 20 and 21 of the Port Health (Ships) Regulations, 1952 are enforced in the Port. Both the Port Health Inspector and the Deputy Port Health Inspector have been trained in deratisation procedure.

1. During routine inspections of ships by the Port Health Inspectors, masters and crew are interrogated as to the presence of rats and the ship in general and the crew's quarters in particular are examined for evidence of infestation. Where evidence is found or suspected a detailed search of the ship (including the holds) is made by the Rodent Officer who endeavours to secure one or more rats for bacteriological and pathological examination. Whenever a Deratting or Deratting Exemption Certificate is found to be out of date or a certificate is needed, a detailed inspection and search of the ship is carried out jointly by the Port Health Inspector and the Rodent Officer before a certificate is issued or renewed. A similar procedure is adopted before the issue or renewal of Rodent Control Certificates for coastal ships.
2. Bacteriological and pathological examinations of rodents are carried out by the Public Health Laboratory, Bournemouth, (Director G.J.G. King, M.B., B.Ch.). In no instance were rats found on a ship inspected in the port during the year.
3. Small infestations of rats on ships are dealt with directly by the Rodent Officer, using standard trapping and baiting methods. Major infestations requiring large scale fumigations are carried out by one of the commercial contractors on the Authority's list, the arrangements being made direct by the owners or agents.
4. The Port Health Inspectors work in close liaison with the ship designers and ship builders in the area to secure proper rat-proofing in the ships built in the Port. Very few opportunities arise for the improvement of structures of other ships owing to their very short stay in Port.

Table E

Rodents destroyed during the year in ships
from foreign ports

Category	Number
Black rats ...	Nil
Brown rats ...	Nil
Species not known	Nil
Sent for examination	Nil
Infected with Plague	Nil

The number of rats destroyed during the year in warehouses, etc.
on the Quays was 88.

Table F

Deratting Certificates and Deratting Exemption Certificates issued during
the year for Ships from Foreign Ports

No. of Deratting Certificates Issued		Number of Deratting Exemption Certificates Issued		Total Certificates Issued
After fumigation with H.C.N.	After Trapping	After Poisoning	Total	
1	2	3	4	5
Nil	Nil	Nil	Nil	16
				7

Rodent Control Certificates

No Rodent Control Certificates were issued during the year.

XIII. Inspection of Ships for Nuisances

Table G
Inspection and Notices

Nature and number of inspections	Notices Served		Result of Serving Notices
	Statutory Notices	Other Notices	
Routine Inspections 294	Nil	28	Abated 15 Outstanding when ship left 13
Re-inspections 98	-	-	-
Re water supplies 2	-	1	Ship sailed - owners notified
Infectious diseases -	-	-	-
Searches by Rodent Officer 16	-	-	-
Total 410	-	29	Abated 15 Outstanding 14

*XIV. Public Health (Shellfish) Regulations 1934 and 1948

The shellfish industry is at present mainly confined to cockles, periwinkles and whelks, and only on a relatively small scale. The shellfish are taken from the southern and western portions of the harbour as the eastern and northern portions are subject to intermittent pollution from the sewer overflows during heavy rainfall. As a result of this, the Southern Sea Fisheries Committee has made Regulations prohibiting the removal of shellfish for human consumption from these areas unless the shellfish are re-laid in the "Clean" areas for a specified time, or subjected to an approved cleansing treatment. It is essential that the members of the public should be aware of the necessity for complying with this Regulation and warning notices have been erected, but it is difficult to ensure that the seriousness of the matter is impressed on visitors.

During the last few years research has been carried on with a view to reviving the oyster industry in the harbour. Two companies have now been formed and are in operation. Large numbers of oysters have been laid in special beds and appear to be thriving and it is hoped to commence the commercial sale of the oysters in 1960. Although the oysters are all laid in waters which are generally pure, they will be subjected to an approved treatment before sale as an additional precaution. To attain this, a special cleansing station using ultra-violet light for sterilizing purposes, has been built at Hamworthy. After the oysters have been subjected to this treatment they should be perfectly safe for human consumption. Regular and frequent inspections of the plant and bacteriological sampling of the oysters will be carried out by this Department.

Results of bacteriological examination of shellfish obtained
from Poole Harbour in 1959

		Class I Satisfactory		Class II Suspicious	Class III Unsatisfactory	Maximum number of faecal coli per 1 ml. of shellfish in any sample
		0 faecal coli per 1 ml. of shellfish	1-5 faecal coli per 1 ml. of shellfish	6-14 faecal coli per 1 ml. of shellfish	15 or over faecal coli per 1 ml. of shellfish	
Shellfish	No. of Samples					
Cockles	5	3	2	-	-	3
Mussels	4	1	3	-	-	1
Periwinkles	-	-	-	-	-	-
Oysters	10	-	8	1	1	16
Total	19	4	13	1	1	-

* XV. Medical Inspection of Aliens

Not applicable.

* XVI. Miscellaneous

No change.

Pollution of the Harbour

The waters of Poole Harbour are subject to intermittent sewage pollution from various sources. It is believed that a good deal of the pollution comes from Poole Bay which receives the sewage from the three towns on its shores. Schemes are already in operation which will eventually eliminate discharge of effluent into the bay.

The first stage of the Poole scheme is the diversion of the sewage of the Old Town and Longfleet areas - with a population of about 6,000 - to the new sewage disposal works at Broadstone. This stage has been completed though the actual diversion of the sewage has not yet taken place.

The second stage is the complete sewerage of the Hamworthy area - with a population of about 6,500 - the closing of the Hamworthy sewage disposal works and the diversion of all sewage to the Broadstone works. This stage is now nearing completion and should be in operation early in 1960.

No difficulties were encountered with regard to chemical pollution of the harbour.

GENERAL

DISEASES OF ANIMALS ACTS

The Port Health Inspectors are also Inspectors under the Diseases of Animals Acts. All ships from abroad are inspected in order to ensure that the requirements of the Acts are complied with. During 1959, detention notices were served on the Masters of 21 ships with regard to 12 dogs, 1 cat and 8 budgerigars and parrakeets. There were no contraventions of the Acts.

SICKNESS AND INJURIES

Six cases of minor injury and sickness were reported on ships arriving in the port and all received suitable treatment.

Two ships were sprayed after a case of ringworm and infestation by fleas.

CLEAN AIR ACT

The Dark Smoke (Permitted Periods) (Vessels) Regulations, 1958 were made under the Clean Air Act, 1956, but it is generally agreed that they are very difficult to apply unless the ships are anchored or tied up. During the year only two nuisances were found, both of a temporary nature, and they were abated after consultation with the Masters and engineers.

